

THAT WHICH IS CLAIMED:

1. A vehicle seat comprising:
at least one fitting including a first fitting
5 member, which is mounted to a backrest structure, and a
second fitting member, which is mounted to a seat
substructure, wherein the first fitting member is
mounted to the second fitting member for pivoting
relative to the second fitting member about an axis of
10 rotation at least between a folded position and a use
position, with the backrest structure extending at
least about horizontally and at least partially over
the seat substructure in the folded position, and the
backrest structure extending more upwardly in the use
15 position than in the folded position; and
a compensation spring that is connected to the
seat substructure, wherein the compensation spring is
operatively connected to the backrest structure via a
movable linkage for exerting torque that affects
20 pivoting of the first fitting member relative to the
second fitting member about the axis of rotation.
2. A vehicle seat according to claim 1, wherein
the linkage includes a link, and the link is pivotally
25 mounted to the seat substructure.
3. A vehicle seat according to claim 2, wherein
the link has an angular shape.
- 30 4. A vehicle seat according to claim 2, wherein
the compensation spring is attached to the link.
5. A vehicle seat according to claim 1, wherein
the linkage includes a connecting bar, and the

connecting bar is connected to the first fitting member.

6. A vehicle seat according to claim 5, wherein:
5 the linkage further includes a backrest attachment element that is mounted to the first fitting member, and

the connecting bar is connected to the backrest attachment element.

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7. A vehicle seat according to claim 5, wherein:
the linkage further includes a link,
the link is pivotally mounted to the seat substructure,

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the compensation spring is connected to the link, and

the connecting bar is connected to the link.

8. A vehicle seat according to claim 1, wherein:
20 the first fitting member can pivot relative to the second fitting member about the axis of rotation to at least an intermediate position that is between the folded position and the use position;

the compensation spring exerts:

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a first force during the folded position, and
a second force during the use position; and
any force exerted by the compensation spring during the intermediate position is lesser in magnitude than each of the first force and the second force.

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9. A vehicle seat according to claim 1, wherein:
the first fitting member can pivot relative to the second fitting member about the axis of rotation to at

least an intermediate position that is between the folded position and the use position,

the linkage is in a dead center configuration during the intermediate position, and

5 during the dead center configuration: the compensation spring does not exert any torque, via the linkage, that is for affecting pivoting of the first fitting member relative to the second fitting member about the axis of rotation.

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10. A vehicle seat according to claim 9, wherein the linkage includes a connecting bar, and an elongate axis of the connecting bar intersects the axis of rotation during the dead center configuration.

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11. A vehicle seat according to claim 3, wherein the compensation spring is attached to the link.

12. A vehicle seat according to claim 2, wherein
20 the linkage includes a connecting bar, and the connecting bar is connected to the first fitting member.

13. A vehicle seat according to claim 4, wherein
25 the linkage further includes a connecting bar, the connecting bar is connected to the first fitting member, and the connecting bar is attached to the link.

14. A vehicle seat according to claim 2, wherein:
30 the first fitting member can pivot relative to the second fitting member about the axis of rotation to at least an intermediate position that is between the folded position and the use position;

the compensation spring exerts:

a first force during the folded position, and
a second force during the use position; and
any force exerted by the compensation spring
during the intermediate position is lesser in magnitude
5 than each of the first force and the second force.

15. A vehicle seat according to claim 5, wherein:
the first fitting member can pivot relative to the
second fitting member about the axis of rotation to at
10 least an intermediate position that is between the
folded position and the use position;

the compensation spring exerts:

a first force during the folded position, and
a second force during the use position; and
15 any force exerted by the compensation spring
during the intermediate position is lesser in magnitude
than each of the first force and the second force.

16. A vehicle seat according to claim 2, wherein:
20 the first fitting member can pivot relative to the
second fitting member about the axis of rotation to at
least an intermediate position that is between the
folded position and the use position,

the linkage is in a dead center configuration
25 during the intermediate position, and

during the dead center configuration: the
compensation spring does not exert any torque, via the
linkage, that is for affecting pivoting of the first
fitting member relative to the second fitting member
30 about the axis of rotation.

17. A vehicle seat according to claim 7, wherein:
the first fitting member can pivot relative to the
second fitting member about the axis of rotation to at

least an intermediate position that is between the folded position and the use position,

the linkage is in a dead center configuration during the intermediate position, and

5 during the dead center configuration: the compensation spring does not exert any torque, via the linkage, that is for affecting pivoting of the first fitting member relative to the second fitting member about the axis of rotation.

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18. A vehicle seat according to claim 5, wherein: the first fitting member can pivot relative to the second fitting member about the axis of rotation to at least an intermediate position that is between the

15 folded position and the use position;

the compensation spring exerts:

a first force during the folded position, and

a second force during the use position;

20 any force exerted by the compensation spring during the intermediate position is lesser in magnitude than each of the first force and the second force;

the linkage is in a dead center configuration during the intermediate position; and

25 during the dead center configuration: an elongate axis of the connecting bar intersects the axis of rotation so that the compensation spring does not exert any torque, via the linkage, that is for affecting pivoting of the first fitting member relative to the second fitting member about the axis of rotation.

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19. A vehicle according to claim 1, wherein:

the linkage is mounted for moving relative to both the backrest structure and the seat substructure in response to pivoting of the first fitting member

relative to the second fitting member about the axis of rotation

the torque, which is provided by the compensation spring via the linkage, includes at least:

5 a first torque while the first fitting member is pivoted relative to the second fitting member about the axis of rotation toward the folded position, with the first torque opposing pivoting of the first fitting member relative to the second fitting member about the
10 axis of rotation toward the folded position, and

 a second torque while the first fitting member is pivoted relative to the second fitting member about the axis of rotation toward the use position, with the second torque opposing pivoting of the first
15 fitting member relative to the second fitting member about the axis of rotation toward the use position;

 the first torque and the second torque extend in opposite directions from one another; and

 the compensation spring and the linkage are
20 arranged so that:

 the first torque is not present during the use position, and

 the second torque is not present during the folded position.

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20. A vehicle seat comprising:

 at least one fitting including a first fitting member, which is mounted to a backrest structure, and a second fitting member, which is
30 mounted to a seat substructure, wherein the first fitting member is mounted to the second fitting member for pivoting relative to the second fitting member about an axis of rotation at least between a folded position and a use position, with the backrest

structure extending at least about horizontally in the folded position, and the backrest structure extending more upwardly in the use position than in the folded position;

5 a linkage mounted for moving relative to both the backrest structure and the seat substructure in response to pivoting of the first fitting member relative to the second fitting member about the axis of rotation; and

10 a compensation spring operatively connected to the backrest structure via the linkage for exerting at least:

 a first torque while the first fitting member is pivoted relative to the second fitting member about
15 the axis of rotation toward the folded position, with the first torque opposing pivoting of the first fitting member relative to the second fitting member about the axis of rotation toward the folded position, and

 a second torque while the first fitting
20 member is pivoted relative to the second fitting member about the axis of rotation toward the use position, with the second torque opposing pivoting of the first fitting member relative to the second fitting member about the axis of rotation toward the use position,

25 wherein the first torque and the second torque extend in opposite directions from one another, and

 wherein the compensation spring and the linkage are arranged so that:

 the first torque is not present during the
30 use position, and

 the second torque is not present during the folded position.